CALIFORNIA'S HIGH-SPEED TRAIN

Proposal to Undertake a Conceptual Study of the I-5 (Grapevine) to Determine Feasibility as an Alignment Alternative between Bakersfield and Sylmar

May 4, 2011

May 2011

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INTRODUCTION

- **Program EIR/EIS considered alignments following:**
  - I-5 (Grapevine) - costly, seismic challenges and environmental issues
  - SR-58/SR-14/Soledad Canyon Corridor – less tunnel / cost, selected for Project Level study
- **Project Level studies concluded:**
  - Soledad Canyon alignment - increased tunnel length / cost, significant environmental impacts, not studied further
  - SR-14 alternatives – carried forward but with increasing capital cost, impact to recent growth/development
- **Proposal to undertake a conceptual study of the I-5 (Grapevine) to determine feasibility as an alternative**.

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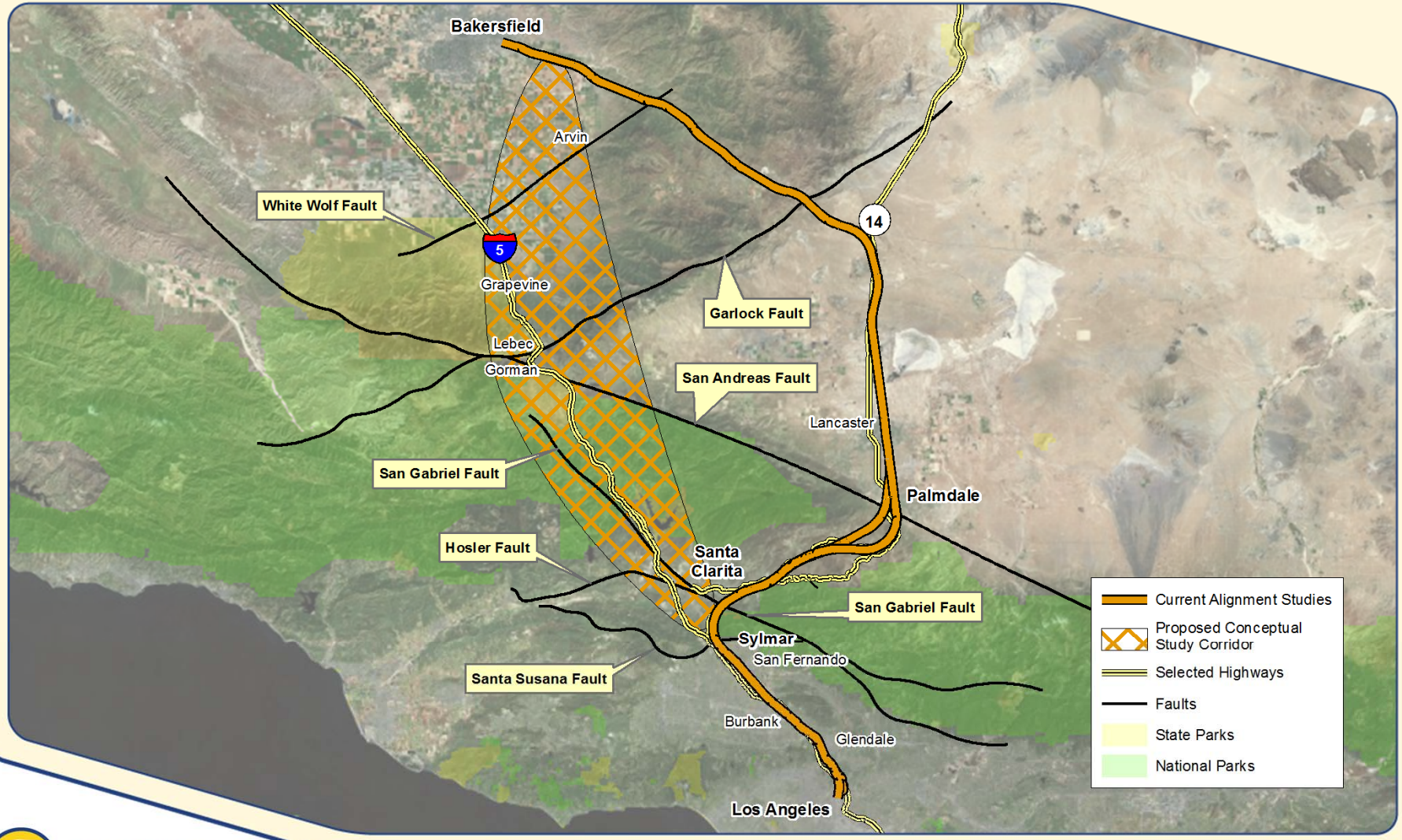
EXISTING ALIGNMENT OPTIONS AND PROPOSED CONCEPTUAL I-5 STUDY CORRIDOR



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PROGRAM LEVEL EIR/EIS

SR-58/SR-14/Soledad Canyon Corridor alignment was selected over I-5 (Grapevine) alternative, as it would:

- Require much less tunneling, be easier to construct and less costly
- Be less subject to seismic activity
- Have fewer potential environmental impacts (though greater cultural and biological resource impacts)
- Allow connection to any future Palmdale Regional Airport development
- Allow connection to the significant Antelope Valley development experienced in 1990's / early 2000's, with a station

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PROJECT LEVEL EIR/EIS

- Detailed analysis of SR-58/SR-14/Soledad Canyon corridor alignment options led to Authority Board decision:
  - Soledad Canyon not selected:
    - Greater tunnel lengths at increasing cost to that originally envisioned
    - Greater environmental and residential impacts
    - Environmental agencies do not support
    - Multiple impacts to Metrolink, Soledad Canyon Road and Santa Clara River - constructability issues
  - SR-14 (East and West) alternatives selected, however:
    - Increasing cost (long tunnel lengths, high viaducts)
    - Impact residential communities and recent development
- Significant cost savings likely from a shortening of route

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STAKEHOLDER / COMMUNITY OPINION

- The communities of Acton, Agua Dulce, Sand Canyon and Santa Clarita have raised objection to the current alignments due to impacts to:
  - Residential and other developments
  - Perceived noise / visual
  - School developments
  - Division of communities
  - Community growth

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CONCEPTUAL REVIEW OF I-5 (GRAPEVINE) ALIGNMENT

- Would likely be 25 miles shorter than an alignment via Palmdale with at least 7-9 minute travel time savings
- Potentially significant cost savings ($ Billions)
- Can potentially cross all fault zones at-grade (increased tunnel lengths through SR-14 alternatives now potentially have similar seismic challenges to a Grapevine alignment)
- Can potentially avoid lakes and reduce subsequent environmental impacts

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PHASED HST IMPLEMENTATION CONSIDERATIONS

Existing Metrolink service available from Palmdale and Santa Clarita

- Palmdale via SR-58/SR-14/Soledad Canyon Corridor alignment:
  - Cumbersome and slow existing service to LA Union Station (1 hr. 45 min.) – difficult and costly to effect improvements
- Santa Clarita via Grapevine alignment:
  - Could allow a co-located Santa Clarita HST/Metrolink Station to LA Union Station with existing San Fernando Valley service (55 min.)
  - Possible improvements to existing San Fernando Valley service - allow faster Metrolink or continuous HST service to downtown LA.

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PHASED HST IMPLEMENTATION CONSIDERATIONS

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RECOMMENDATIONS TO BOARD

- Authority Board approves a conceptual study of the Grapevine corridor between Bakersfield and Sylmar with a potential station at Santa Clarita
- Conceptual study includes working with agencies, elected officials, stakeholders to obtain input
- Purpose of the study is to determine if a feasible Grapevine alignment exists
- If a feasible Grapevine alignment alternative is found, this will be presented further for Board approval before detailed environmental analysis and comparison with existing alignment alternatives is conducted

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